PEELLE

FREIGHT ELEVATOR · DUMBWAITER · INDUSTRIAL ENTRANCE

DOORS

THE PEELLE COMPANY · BROOKLYN, N.Y.

PEELLE DOORS
AND PEELLE ENGINEERING & SALES POLICY

• TYPES OF DOORS

THE PEELLE COMPANY manufactures doors for three classes of openings--freight elevators, dumbwaiters and industrial or commercial building entrances. All Peelle Doors are made to order to fit the size of the openings and space requirements of each job.

All Peelle Doors can be executed in any architectural design and in any of the commercial metals or alloys, in hollow metal, or in sheet metal over wood.

FREIGHT ELEVATOR DOORS

Consist of two vertically sliding leaves, one balancing the other. They are installed on the shaft side of the opening. They serve to protect the openings of fire-proof freight elevator shafts and are ruggedly built to withstand the constant heavy trucking of freight elevator traffic. Peelle Freight Elevator Doors may be either motorized or arranged for manual operation.

PEELLE ENTRANCE DOORS

Are made in three types—Horizontal Slide Type, Telco Sliding Type and Bi-Fold Type—for openings in garages, and at platforms or vehicle entrances in commercial or industrial buildings. They are not made in standard stock sizes but are made to order only. Large size doors are provided with remote control and motorized operation.

PEELLE DUMBWAITER DOORS

Are of the counterbalanced type, mounted in steel guides with a combination pressed metal frame and trim. The upper leaf slides up while the lower leaf slides down. The entire unit is assembled at the factory, ready for building into the masonry wall while the shaft is being built. The standard door is furnished with a flush panel design, but special designs may be made as desired.

• PEELLE ENGINEERING SERVICE

Peelle Engineering Service will gladly study any door problems, and make recommendations as to the proper doors for the service. Competent engineering service may be secured, without obligation, from any Peelle District Offices listed on the back cover of this catalog.

• PEELLE SALES POLICY

THE PEELLE COMPANY'S interest in any door installation does not end when the installation is completed. They are always interested in perfect operation and complete satisfaction to the users.

• PEELLE SERVICE TO THE OWNER

The Peelle Doors are a part of your mechanical plant equipment, and, like all heavy duty equipment, proper servicing is essential. We recommend that they be inspected regularly by an experienced Peelle service man, as he is thoroughly familiar with Peelle door maintenance. Consult the nearest Peelle District Office.

In case of replacement of any parts of a Peelle Door, use only genuine Peelle parts, which are always carried in stock.

• PEELLE GUARANTEE

All Peelle Doors are installed with a two-year guarantee. Defective parts, or workmanship, will be replaced by THE PEELLE COMPANY.

THE PEELLE COMPANY • 47 STEWART AVE.
BROOKLYN, N. Y.

A MEMBER OF THE PRODUCERS' COUNCIL, INC.

• Telephone: STagg 2-0366

For District Offices, See Back Cover

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TYPES OF PEELLE FREIGHT ELEVATOR DOORS

REGULAR TYPE (PATENTED)

See Pages 6 and 7

Regular Type Doors are used wherever spandrel heights above and below the openings in the shaft are of sufficient height to provide unobstructed space for the doors to open fully. The minimum spandrel height must be equal to one-half the opening height plus 6 ins.

These doors operate in one vertical plane.

The guides are continuous. The upper leaf of one door operates in the same guide as the lower leaf of the door above, and vice versa. Only one door in a series is open at a time.

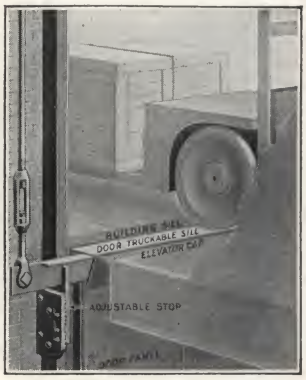
Regular Type

PASS TYPE (PATENTED)

See Pages 8 and 9

Pass Type Doors may be used where spandrel heights above and below openings are insufficient to take each door leaf when opened, without encroaching on the openings above and below. The minimum spandrel height required is 10 ins.

The two leaves of each door operate in separate vertical planes, each leaf having separate guides. This construction permits the lower leaf of one door to pass in front of the upper leaf of the door below, while the upper leaf passes behind the lower leaf of the door above. The space between the upper leaf of each pass type door and the shaft wall at the lintel is closed with a hinged movable lintel.



Pass Type

SELF-SEALING TYPE (PATENTED)

See Pages 10 and 11

Seals against sound, smoke, odors, dust, and draughts.

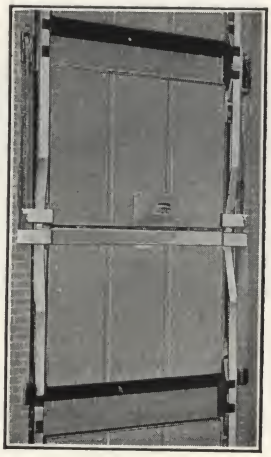
Self-Sealing Doors may be used for any shaft opening where the spandrel height is at least 18 ins.

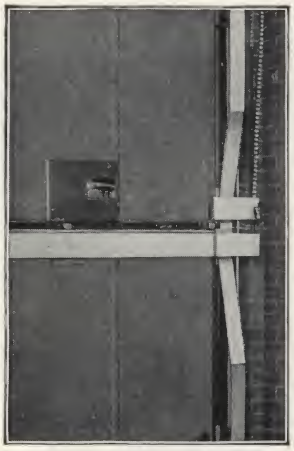
Both leaves of Self-Sealing Doors when closed make actual contact with the frame of the shaft opening at both sides, top, and bottom.

Self-Sealing Doors effectually seal the shaft openings against draughts, sounds, odors, dust, and smoke.

When opening, the leaves have an offsetting motion so that, when the spandrel height is less than half the opening height plus 6 ins., the doors will overlap the shaft doors above and below on the shaft side.

Self-Sealing Doors are recommended for use on service elevators in office buildings, hotels, department stores, and hospitals, as well as for general freight elevator use.





Self-Sealing Type

ELEVATOR CAR GATES

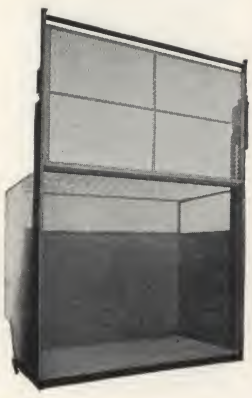
Vertical Sliding Counterweighted Units

Peelle Elevator Car Gates are made in a single vertically sliding unit and are counterbalanced with weights. The necessary guides are erected on the car platform and these must be the height of the shaft opening plus the height of the gate. Car gates are usually 6 ft. high unless otherwise required by safety codes.

Peelle Car Gates are constructed of 11-gauge wire mesh, set into steel angle frames with vertical and horizontal reinforcements.

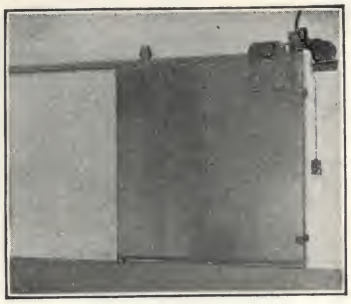
Peelle Car Gates are usually motorized in all cases. When used in conjunction with motorized doors, the gates open and close simultaneously with the doors, and are controlled from the same push buttons.

Car gates, when used in conjunction with manually operated doors, should be motorized so that the elevator operator will not lose the time required to operate the car gates.



Peelle Elevator Car Gates

TYPES OF PEELLE ENTRANCE DOORS



Horizontal Slide Type

MADE ONLY TO SPECIAL ORDER

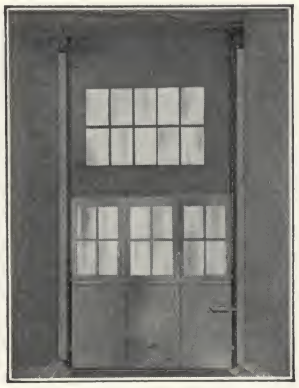
The types of doors illustrated below are not stocked doors, but are designed and made to fit each special condition. They are made in any material desired.

HORIZONTAL SLIDING TYPE

This is the simplest type of entrance door, where the space conditions permit its use. The minimum clear height required over the opening is 13 in., and the horizontal dimension on one side must equal the opening, plus 6 in., and 6 in. is required on the opposite side.

There are practically no limitations to the design of these doors or the materials from which the doors are made.

The most practical and economical construction for these doors is wood.



Telco Slide Type

TELCO SLIDING TYPE

Peelle Telco Doors are made in two leaves counterbalanced by weights. They slide up at a ratio of 2 to 1. This type of door is recommended wherever there is sufficient space overhead and at the jambs to permit its installation.

The overhead clearance required for the installation of this door is one half the opening height plus 19 in. The minimum jamb clearances are 4 in. on one side, and 12 in. on the opposite side, for doors under 15 ft. 0 in. wide. For doors exceeding 15 ft. 0 in. in either width or height, refer to THE PEELLE COMPANY for space requirements.

These doors are usually motorized, but may be made for manual operation.

Bi-Fold Type

BI-FOLD TYPE

Bi-Fold Doors consist of two leaves horizontally hinged to each other, the upper leaf being also hinged to the head of the opening. The leaves fold together as they swing up while opening.

These doors are recommended wherever space limitations prevent the use of either a Horizontal Slide or a Telco Slide Door.

These doors may be motorized, or manually operated.

PEELLE DUMBWAITER DOORS

See Pages 14 and 15

Peelle Dumbwaiter Doors

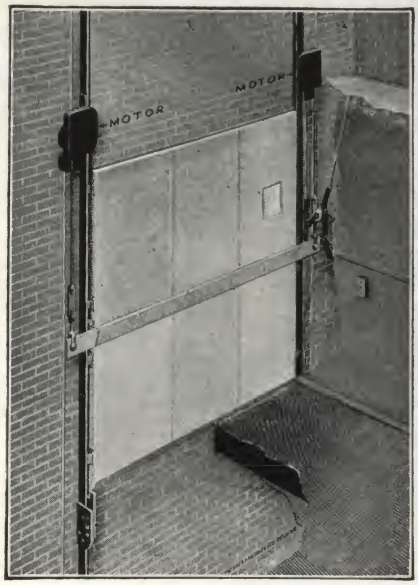
The Peelle Dumbwaiter Door unit is a counterbalanced door mounted in steel guides with a combination pressed metal frame and rim. The entire unit is assembled in the factory, ready for building into the masonry wall while the shaft is being built.

The door operates on the inside of the shaft, and takes up no floor space in opening or closing. It may be adapted to any floor plan without confliction. Each door has a 6-in. observation light so that the dumbwaiter is visible with the door closed.

The doors are insulated to eliminate noise. The standard door is furnished with a flush panel design, and bears the label of the Underwriters' Laboratories, Inc.

Standard specifications and construction details for all of the above gates and doors may be obtained from any district office or the home office.

PEELLE MOTORIZED FREIGHT ELEVATOR DOORS



Shaft Side View of Peelle Motorized Door

DESCRIPTION OF OPERATION

A pair of motorized sheaves exert the power for opening and closing each door. The power is applied directly to the chains which connect the two halves of the door. All rods, arms, and auxiliary devices are eliminated. There are no unnecessary moving parts, therefore all of the power consumed is applied to door.

The Peelle Motorized Door eliminates dividing the responsibility between a door manufacturer and a door operator manufacturer.

Peelle Motorized Door may be operated manually at will. In cases of emergency, when manual operation is essential, elevator traffic continues without interruption. It is not necessary to disconnect any mechanical or electrical parts. During manual operation, the same automatic electro-mechanical locking features are retained. Equipment is fully protected electrically, which eliminates the possibility of injuring motors.

CONSTRUCTION OF MOTORIZED SHEAVES

The Peelle Motorized Sheaves have a large factor of safety and are assembled in heavy malleable iron housings. The motors are completely enclosed and protected from dust, dirt, and all foreign matter. All bearings have ground rollers with inner and outer ground races. All bearings are sealed at the factory after being packed with a semi-fluid lubricant. Provision is made for gun lubrication.

STANDARDIZATION OF MOTORIZED SHEAVES

Peelle Motorized Sheaves are standardized, produced in quantities, and carried in stock at all Peelle Branch Offices. The same Peelle Motorized Sheaves are used for either alternating or direct primary current. When available, 220-volt 3-phase 60-cycles a-c. is preferred.

CONTROL

Doors may be controlled in any manner that elevator control or other conditions demand. Doors are usually opened automatically as elevator is leveling, or with a momentary push button, when independent of elevator control, and closed with a constant pressure push button. Closing operation may also be controlled by elevator car switch. A stop button is always provided to stop doors in any position of opening or closing. Suitable automatic electro-mechanical interlocks, and cams are provided to meet state or municipal codes having jurisdiction. Interlocks require all doors to be closed before elevator can operate, and that only the door at which elevator is at rest, or leveling, will open.

COST OF OPERATION

The cost of operating Peelle Motorized Doors is extremely economical. Each door consumes ½ kv-a. The current is across the line approximately 3 seconds per operation for an 8-ft. high opening.

PEELLE MOTORIZED DOORS

MAINTENANCE

Cost of maintenance will not go beyond periodical greasing customarily given to elevator equipment.

SPACE REQUIREMENTS

To install Peelle Motorized Doors, no provision for extra space is required. Space between the elevator and shaft wall is the same as for manual doors. In the penthouse, no equipment is required that interferes with elevator machine and controller layout. Service power lines, a cutout switch having 15 amp. fuses, for each line of doors is all that need be provided by others.

WHEN TO USE PEELLE MOTORIZED DOORS

Peelle Motorized Doors may profitably be used where any of the following conditions exist:

All freight elevators having a speed of 150 ft. per minute or greater. The advantage of high elevator speed is lost unless the Peelle Doors are motorized.

On all self leveling elevators. Peelle Motorized Doors open while the elevator is leveling, thereby gaining considerable time over manual operation.

On all freight elevators having continuous traffic. Peelle Motorized Doors open immediately upon the arrival of the elevator at its destination. Opening and closing of the doors is not dependent upon physical endurance of the elevator operator. As the fatigue of the elevator operator increases, the speed of elevator traffic decreases when manually operated doors are used.

On all automatic push button controlled freight elevators. Cost of automatic elevators is justified only when used in conjunction with Peelle Motorized Doors.

On all elevators having doors at both ends of the shaft. Saves the time of the elevator operator walking to the door opposite the elevator car control.

On all elevators used for carrying freight that completely fills the elevator platform, which would make the latch of a manually operated door inaccessible to the elevator operator. Elevators may be loaded to capacity when the doors are motorized.

See pages 6, 7, 8, 9, 10 and 11 for space requirements.

PEELLE "REGULAR TYPE"
(PATENTED)
FREIGHT ELEVATOR DOORS

● FOR GENERAL USE FOR FREIGHT ELEVATOR OPENINGS IN COMMERCIAL OR INDUSTRIAL BUILDINGS WHERE THE MINIMUM SPANDREL HEIGHT ABOVE AND BELOW THE OPENING EQUALS HALF THE HEIGHT OF THE OPENING PLUS 6 INS.

STANDARD SPECIFICATIONS

(1) Scope of Work

Where indicated on the plans, and in strict accordance with the following specifications, furnish, deliver, and erect in complete working order, Peelle "Regular Type" counterbalanced freight elevator doors and appurtenances, as manufactured by THE PEELLE COMPANY, 47 Stewart Avenue, Brooklyn, N. Y.

(2) Work by Others

(2a) Frames—Steel frames and sills for the freight elevator door openings are specified elsewhere.

(2b) Painting—Finish painting of the freight elevator doors as specified elsewhere.

(2c) Power Supply—Electric service supply of — volts, 3 phase, 60 cycle; in the penthouse, for the use of freight elevator door contractor, is specified elsewhere.

(3) Doors

(3a) Construction—Doors shall be constructed of two-ply selected white pine, nailed, and covered with stretcher leveled, copper bearing steel, galvanized sheets, design, (select design from page 13). Doors shall be bolted into steel angle frames, astragals, shoe bars, and malleable iron milled groove shoes. Doors shall have movable lintels, where required. Upper edge of each lower door shall have a T-bar truckable sill, capable of supporting a trucking load equal to capacity of elevator. When door is open, truckable sill shall rest on malleable iron, adjustable stops. Doors shall run in steel guides, each pair connected with ⅝-in. adjustable turn-buckle rods, with No. 6 rustproof flexible cable chain running over double race ball bearing sheaves.

(3b) Operation—*Manual*—Doors shall be manually operated, and equipped with web strap closers which shall reach to within 6 ft. 0 in. of floor, when door is open.

Electric—Each door shall be equipped with Peelle Motorized electric operation, having individual motors for each door, and shall be entirely within shaft. Operators shall drive both sheaves of each door. Provision for emergency manual operation, and emergency exit from shaft, accessible from elevator, shall be made.

(3c) Control—(For Motorized Doors) A push button station for each line of doors marked "open," "close," and "stop," shall be placed on elevator within easy reach of elevator operator. Doors shall be arranged to open automatically as elevator arrives at a landing. Momentary pressure of "open" button shall open a door that has been closed without elevator having been moved. Momentary pressure of "stop" button shall stop the doors in any position. Constant pressure of the "close" button shall close doors. Limit switches shall terminate the opening and closing the doors. Note: Similar push button stations shall be furnished on the room side of each door for push button controlled elevators.

(4) Interlocks

All doors shall be equipped with the proper electric interlock equipment to prevent operation of elevator unless all of the doors are closed and locked, and to prevent the opening of doors excepting the one at which the elevator is at rest. An emergency release switch shall be placed on elevator car to make the interlocking systems inoperative in case of emergency.

(5) Car Gates

(5a) Construction—Vertical sliding steel gates shall be installed at open end of each elevator car. Car gates shall be constructed of No. 11 gauge, 1½-in. diamond wire mesh, having channel and angle iron frames, and equipped with malleable iron, milled groove shoes. Gates shall be of regulation height, and shall run in steel guides, connected to counterweights with No. 6 rustproof cable chain, running over malleable iron, turned groove sheaves. Counterweights shall run in steel guides, fully enclosed.

(5b) Operation—*Manual*—Car gates shall be manually operated, and equipped with web strap closers which shall reach to within 6 ft. 0 in. of floor, when gate is open.

Electric—Car gates shall be equipped with individual electric operators similar in design and construction to those specified for freight elevator doors.

(5c) Control—Motorized car gates shall operate simultaneously with the doors, and shall be controlled automatically from door control stations.

(6) Wiring

This specification includes all of the wiring to make a complete installation.

(7) Painting Included

All material, except metal covering on doors, shall have one shop coat of metallic primer.

(8) Co-operation with Other Trades

Freight elevator door contractor shall co-operate with other trades to obtain the most practical working conditions.

(9) Shop Drawings

Complete shop drawings shall be submitted for approval before manufacturing.

(10) Approval

Entire installation shall meet the approval of The Underwriters' Laboratories, Inc., State and Municipal Codes having jurisdiction.

(11) Guarantee

Entire installation shall be guaranteed by the manufacturer for a period of two years against defects in workmanship and materials.

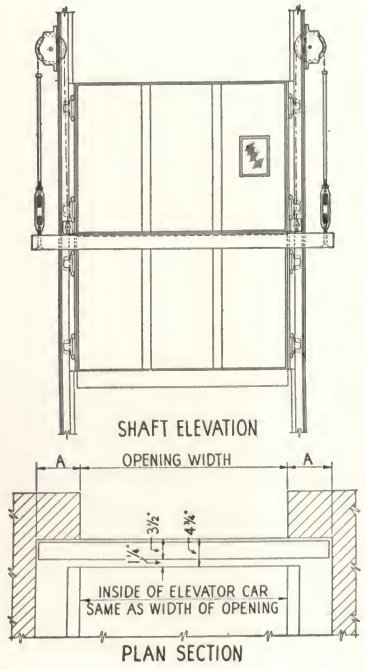
DETAILS OF PEELLE "REGULAR TYPE" FREIGHT ELEVATOR DOORS

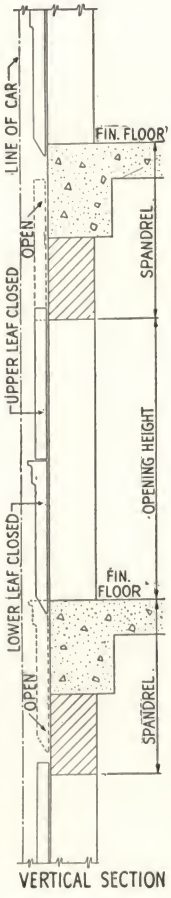
- **TYPE SHOWN IS METAL CLAD. FOR OTHER TYPES OF SURFACES AND DESIGNS, SEE PAGE 13**

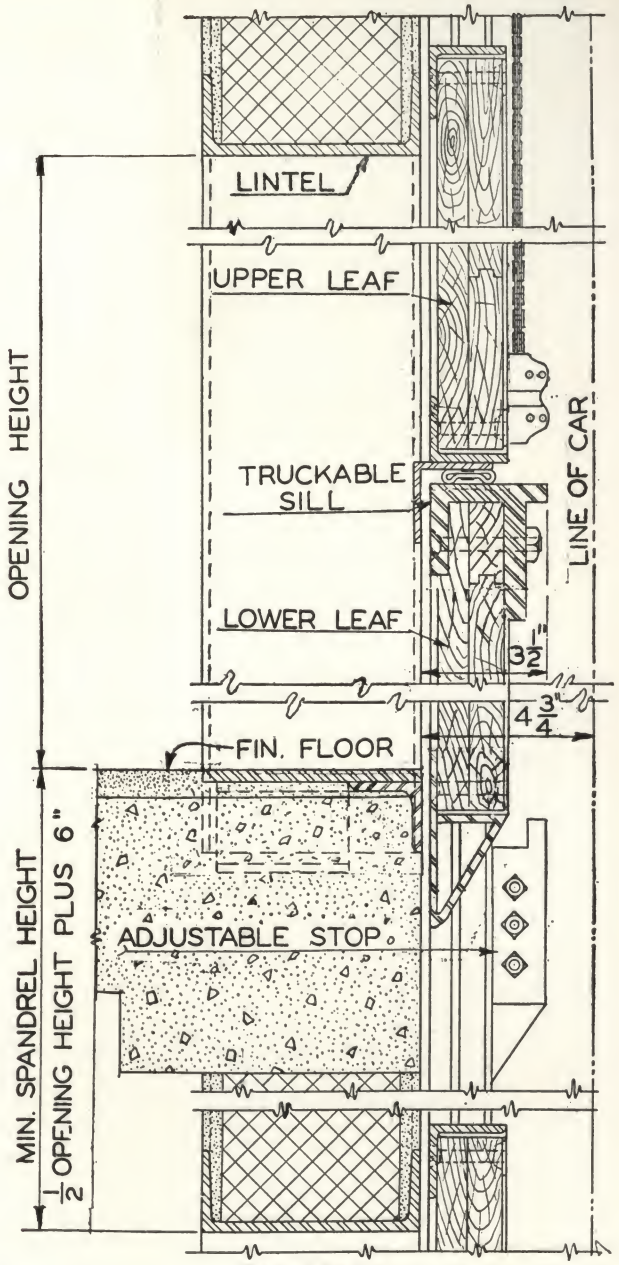
Schedule of "A" Dimensions ("A") Is Reversible

MOTORIZED DOORS—Any width of opening, car switch elevator, 11 and 12 ins. Exception—State of California, 11 and 13 ins.

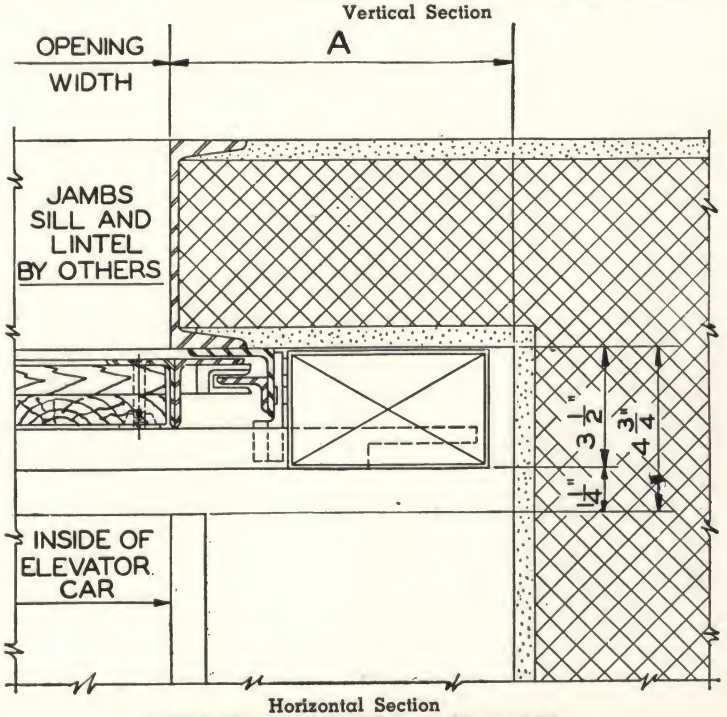
MANUAL DOORS—Openings up to 8 ft. 0 ins. wide, 7 ins. each side. Openings over 8 ft. 0 ins. wide, any elevator, 9 ins. each side.







Vertical Section



Horizontal Section
THROUGH PEELLE METAL CLAD DOORS

CONSTRUCTION DETAILS

Details show construction of doors and spaces required in elevator shaft for installation of Regular Type Doors.

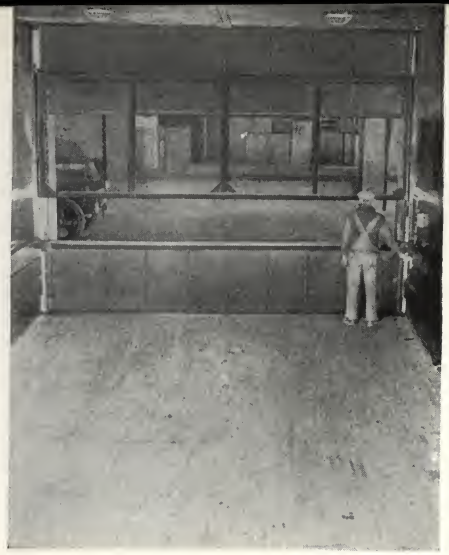
Minimum Spandrel Height—Is one half the opening height plus 6 ins. for either motorized, or manually operated doors. Where Regular Type Doors are used, the spandrel height at one floor limits the height of opening at that floor, and also height of opening at floor immediately above.

Minimum Jamb Return Space—Is measured horizontally on inside of shaft, from jamb of opening to return wall or nearest obstruction. For manually operated Regular Type Doors it varies from 7 to 9 ins., and for Motorized Doors it varies from 11 ins. to 12 ins. In special cases where these jamb returns are not available, consult THE PEELLE COMPANY.

Car Clearance—From flush shaft wall to edge of elevator platform is 4¾ ins. total for Regular Type Doors, 3½ ins. for the truckable sill of the door, plus 1¼ ins. running clearance for the elevator. Running clearance of elevator may, in case of emergency, be reduced to ¾ ins., giving total clearance of 4¼ ins. For normal tolerances in shaft construction, 4¾ ins. total clearance should be allowed in all cases wherever possible.

Minimum Pit Depth—Is one half the opening height of bottom landing shaft opening, plus 3 ins.

For design of doors, see page 13. For shaft opening frame details, see page 12. For interlocks and description of electrical apparatus of motorized doors, see page 5.



PEELLE PASS TYPE (PATENTED) FREIGHT ELEVATOR DOORS

- **FOR GENERAL USE FOR FREIGHT ELEVATOR OPENINGS IN COMMERCIAL, INDUSTRIAL AND OTHER TYPES OF BUILDINGS WHERE THE MINIMUM SPANDREL HEIGHT IS 10 INS.**

At Left:

Peelle Motorized Door and Car Gate on 60,000 Lb. Freight Elevator, N. Y. Port Authority Inland Terminal

STANDARD SPECIFICATIONS

(1) Scope of Work

Where indicated on the plans, and in strict accordance with the following specifications, furnish, deliver, and erect in complete working order, Peele Pass Type freight elevator doors and appurtenances, as manufactured by THE PEELLE COMPANY, 47 Stewart Avenue, Brooklyn, N. Y.

(2) Work by Others

(2a) Frames—Steel frames and sills for the freight elevator door openings are specified elsewhere.

(2b) Painting—Finish painting of the freight elevator doors as specified elsewhere.

(2c) Power Supply—Electric service supply of — volts, 3 phase, 60 cycle; in the penthouse, for the use of freight elevator door contractor, is specified elsewhere.

(3) Doors

(3a) Construction—Doors shall be constructed of two-ply selected white pine, nailed, and covered with stretcher leveled, copper bearing steel, galvanized sheets, design, (select design from page 13). Doors shall be bolted into steel angle frames, astragals, shoe bars, and malleable iron milled groove shoes. Doors shall have movable lintels, where required. Upper edge of each lower door shall have a T-bar truckable sill, capable of supporting a trucking load equal to capacity of elevator. When door is open, truckable sill shall rest on malleable iron, adjustable stops. Doors shall run in steel guides, each pair connected with ⅝-in. adjustable turn-buckle rods, with No. 6 rustproof flexible cable chain running over double race ball bearing sheaves.

(3b) Operation—*Manual*—Doors shall be manually operated, and equipped with web strap closers which shall reach to within 6 ft. 0 in. of floor, when door is open.

Electric—Each door shall be equipped with Peelle Motorized electric operation, having individual motors for each door, and shall be entirely within shaft. Operators shall drive both sheaves of each door. Provision for emergency manual operation, and emergency exit from shaft, accessible from elevator, shall be made.

(3c) Control—(For Motorized Doors) A push button station for each line of doors marked "open," "close," and "stop," shall be placed on elevator within easy reach of elevator operator. Doors shall be arranged to open automatically as elevator arrives at a landing. Momentary pressure of "open" button shall open a door that has been closed without elevator having been moved. Momentary pressure of "stop" button shall stop the doors in any position. Constant pressure of the "close" button shall close doors. Limit switches shall terminate the opening and closing the doors. Note: Similar push button stations shall be furnished on the room side of each door for push button controlled elevators.

(4) Interlocks

All doors shall be equipped with the proper electric interlock equipment to prevent operation of elevator unless all of the doors are closed and locked, and to prevent the opening of doors excepting the one at which the elevator is at rest. An emergency release switch shall be placed on elevator car to make the interlocking systems inoperative in case of emergency.

(5) Car Gates

(5a) Construction—Vertical sliding steel gates shall be installed at open end of each elevator car. Car gates shall be constructed of No. 11 gauge, 1½-in. diamond wire mesh, having channel and angle iron frames, and equipped with malleable iron, milled groove shoes. Gates shall be of regulation height, and shall run in steel guides, connected to counterweights with No. 6 rustproof cable chain, running over malleable iron, turned groove sheaves. Counterweights shall run in steel guides, fully enclosed.

(5b) Operation—*Manual*—Car gates shall be manually operated, and equipped with web strap closers which shall reach to within 6 ft. 0 in. of floor, when gate is open.

Electric—Car gate shall be equipped with individual electric operators similar in design and construction to those specified for freight elevator doors.

(5c) Control—Motorized car gates shall operate simultaneously with the doors, and shall be controlled automatically from door control stations.

(6) Wiring

This specification includes all of the wiring to make a complete installation.

(7) Painting Included

All material, except metal covering on doors, shall have one shop coat of metallic primer.

(8) Co-operation with Other Trades

Freight elevator door contractor shall co-operate with other trades to obtain the most practical working conditions.

(9) Shop Drawings

Complete shop drawings shall be submitted for approval before manufacturing.

(10) Approval

Entire installation shall meet the approval of the Underwriters' Laboratories, Inc., State and Municipal Codes having jurisdiction.

(11) Guarantee

Entire installation shall be guaranteed by the manufacturer for a period of two years against defects in workmanship and materials.

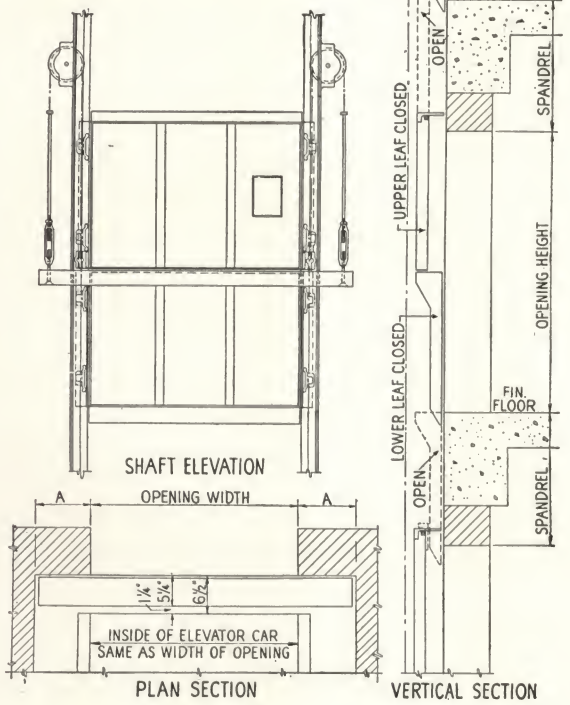
DETAILS OF PEELLE PASS TYPE (PATENTED) FREIGHT ELEVATOR DOORS

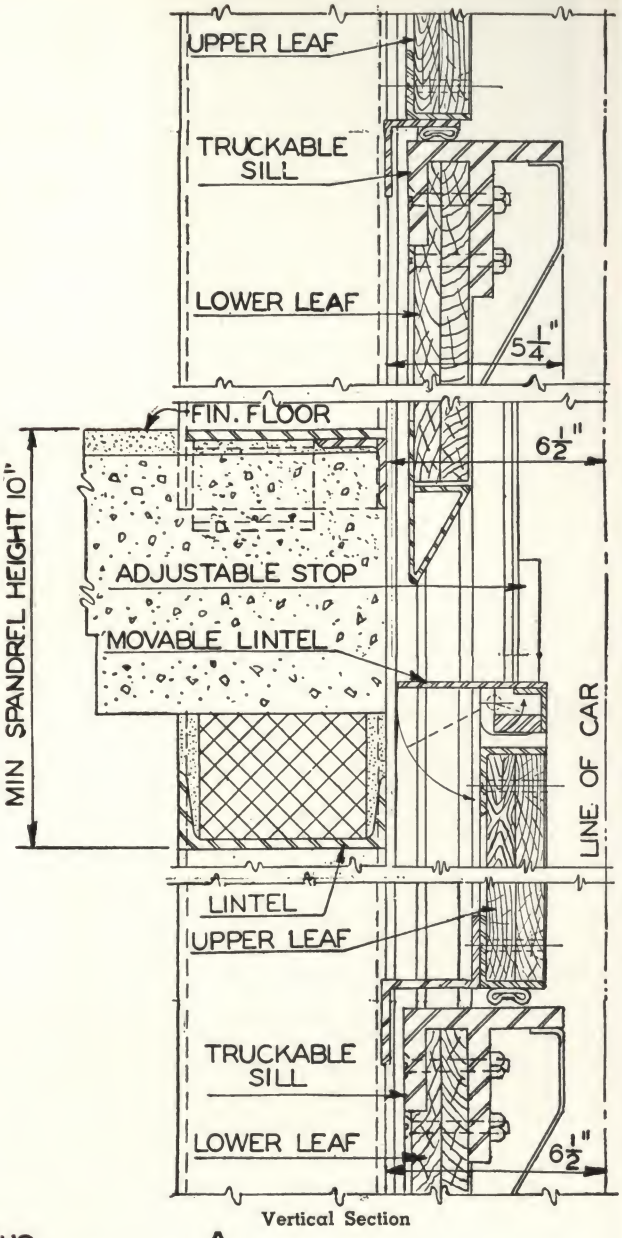
- **TYPE SHOWN IS METAL CLAD. FOR OTHER TYPES OF SURFACES AND DESIGNS, SEE PAGE 13**

Schedule of "A" Dimensions ("A") Is Reversible

MOTORIZED DOORS—Any width of opening, car switch elevator, 11 and 12 ins. Exception—State of California, 11 and 13 ins.

MANUAL DOORS—Openings up to 8 ft. 0 ins. wide, 7 ins. one side, 9 ins. opposite side. Openings over 8 ft. 0 ins. wide, all elevators, 9 ins. each side.





Vertical Section

CONSTRUCTION DETAILS

Details show construction of doors and spaces required in elevator shaft for installation of Peelle Pass Type Doors.

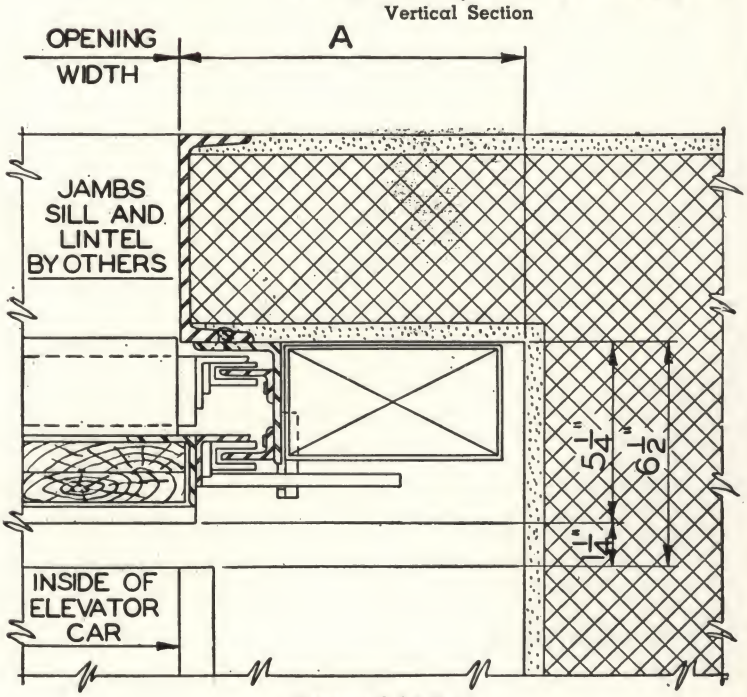
Minimum Spandrel Height—Is 10 ins. for either motorized, or manually operated doors. Where variation in spandrel heights for same line of shaft doors requires Pass Type Doors at some floors, and Regular Type Doors at other floors, regular door truckable sills are extended to take up same space in shaft as Pass Type Doors. All shaft walls shall be flush the full height of shaft. Regular Type Doors with extended sills are shown in vertical section.

Minimum Jamb Return—Is measured horizontally on inside of shaft, from jamb of opening to side wall of shaft or nearest obstruction. For manually operated Pass Type Doors it varies from 8 to 10 ins., and for Motorized Doors, from 11 ins. to 12 ins. In special cases where these return spaces are not available, consult THE PEELLE COMPANY.

Car Clearance—From flush shaft wall to edge of elevator platform is 6½ ins. total for Pass Type Doors, 5¼ ins. for truckable sill of door, plus 1¼ ins. running clearance for elevator. Running clearance for elevator may, in cases of emergency, be reduced to ¾ in., in which case total clearance would be 6 ins. For normal tolerances in shaft construction, 6½ ins. total car clearance should be allowed in all cases wherever possible.

Minimum Pit Depth—Is one half the opening height of the bottom landing shaft opening, plus 3 ins.

For designs of door, see page 13. For shaft opening frame details, see page 12. For interlocks and description of electrical apparatus for motorized doors, see page 5.



Horizontal Section
THROUGH PEELLE METAL CLAD DOORS

PEELLE SELF-SEALING TYPE
(PATENTED)
FREIGHT ELEVATOR DOORS

- SEAL SHAFT OPENINGS AGAINST SMOKE, ODORS, DUST, SOUND AND DRAFTS
- FOR USE IN OFFICE BUILDINGS, HOTELS, DEPARTMENT STORES, HOSPITALS, ETC., AS WELL AS FOR GENERAL USE

At Left:

Peelle Freight Elevator Door (Right Hand Door), Waldorf Astoria Hotel, New York, N. Y.

STANDARD SPECIFICATIONS

(1) Scope of Work

Where indicated on the plans, and in strict accordance with the following specifications, furnish, deliver, and erect in complete working order, Peelle Self-Sealing Type freight elevator doors and appurtenances, as manufactured by THE PEELLE COMPANY, 47 Stewart Avenue, Brooklyn, N. Y. They shall be designed so that both leaves of each door when closed shall make contact with the shaft opening frame at both jambs, lintel, and sill.

(2) Work by Others

(2a) Frames—Steel frames and sills for the freight elevator door openings are specified elsewhere.

(2b) Painting—Finish painting of the freight elevator doors as specified elsewhere.

(2c) Power Supply—Electric service supply of — volts, 3 phase, 60 cycle; in the penthouse, for the use of freight elevator door contractor, is specified elsewhere.

(3) Doors

(3a) Construction—Doors shall be constructed of two-ply selected white pine, nailed, and covered with stretcher leveled, copper bearing steel, galvanized sheets, design, (select design from page 13). The doors shall be so designed that both leaves shall seal against the wall at all four edges of the door opening when closed. Doors shall be bolted into steel angle frames, astragals, shoe bars, and malleable iron milled groove shoes. Upper edge of each lower door shall have a T-bar truckable sill, capable of supporting a trucking load equal to capacity of elevator. When door is open, truckable sill shall rest on malleable iron, adjustable stops. Doors shall run in steel guides, each pair connected with ⅝-in. adjustable turn-buckle rods, with No. 6 rustproof flexible cable chain running over double race ball bearing sheaves.

(3b) Operation—*Manual*—Doors shall be manually operated, and equipped with web strap closers which shall reach to within 6 ft. 0 in. of floor, when door is open.

Electric—Each door shall be equipped with Peelle Motorized electric operation, having individual motors for each door, and shall be entirely within shaft. Operators shall drive both sheaves of each door. Provision for emergency manual operation, and emergency exit from shaft, accessible from elevator, shall be made.

(3c) Control—(For Motorized Doors) A push button station for each line of doors marked "open," "close," and "stop," shall be placed on elevator within easy reach of elevator operator. Doors shall be arranged to open automatically as elevator arrives at a landing. Momentary pressure of "open" button shall open a door that has been closed without elevator having been moved. Momentary pressure of "stop" button shall stop the doors in any position. Constant pressure of the "close" button shall close doors. Limit switches shall terminate the opening and closing the doors. Note: Similar push button stations shall be furnished on the room side of each door for push button controlled elevators.

(4) Interlocks

All doors shall be equipped with the proper electric interlock equipment to prevent operation of elevator unless all of the doors are closed and locked, and to prevent the opening of doors excepting the one at which the elevator is at rest. An emergency release switch shall be placed on elevator car to make the interlocking systems inoperative in case of emergency.

(5) Car Gates

(5a) Construction—Vertical sliding steel gates shall be installed at open end of each elevator car. Car gates shall be constructed of No. 11 gauge, 1½-in. diamond wire mesh, having channel and angle iron frames, and equipped with malleable iron, milled groove shoes. Gates shall be of regulation height, and shall run in steel guides, connected to counterweights with No. 6 rustproof cable chain, running over malleable iron, turned groove sheaves. Counterweights shall run in steel guides, fully enclosed.

(5b) Operation—*Manual*—Car gates shall be manually operated, and equipped with web strap closers which shall reach to within 6 ft. 0 in. of floors, when gate is open.

Electric—Car gates shall be equipped with individual electric operators similar in design and construction to those specified for freight elevator doors.

(5c) Control—Motorized car gates shall operate simultaneously with the doors, and shall be controlled automatically from door control stations.

(6) Wiring

This specification includes all of the wiring to make a complete installation.

(7) Painting Included

All material, except metal covering on doors, shall have one shop coat of metallic primer.

(8) Co-operation with Other Trades

Freight elevator door contractor shall co-operate with other trades to obtain the most practical working conditions.

(9) Shop Drawings

Complete shop drawings shall be submitted for approval before manufacturing.

(10) Approval

Entire installation shall meet the approval of the Underwriters' Laboratories, Inc., State and Municipal Codes having jurisdiction.

(11) Guarantee

Entire installation shall be guaranteed by the manufacturer for a period of two years against defects in workmanship and materials.

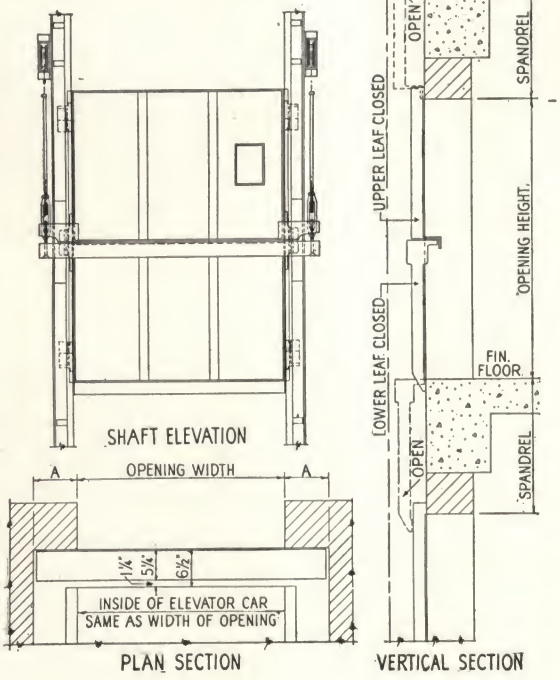
DETAILS OF PEELLE SELF-SEALING TYPE (PATENTED) FREIGHT ELEVATOR DOORS

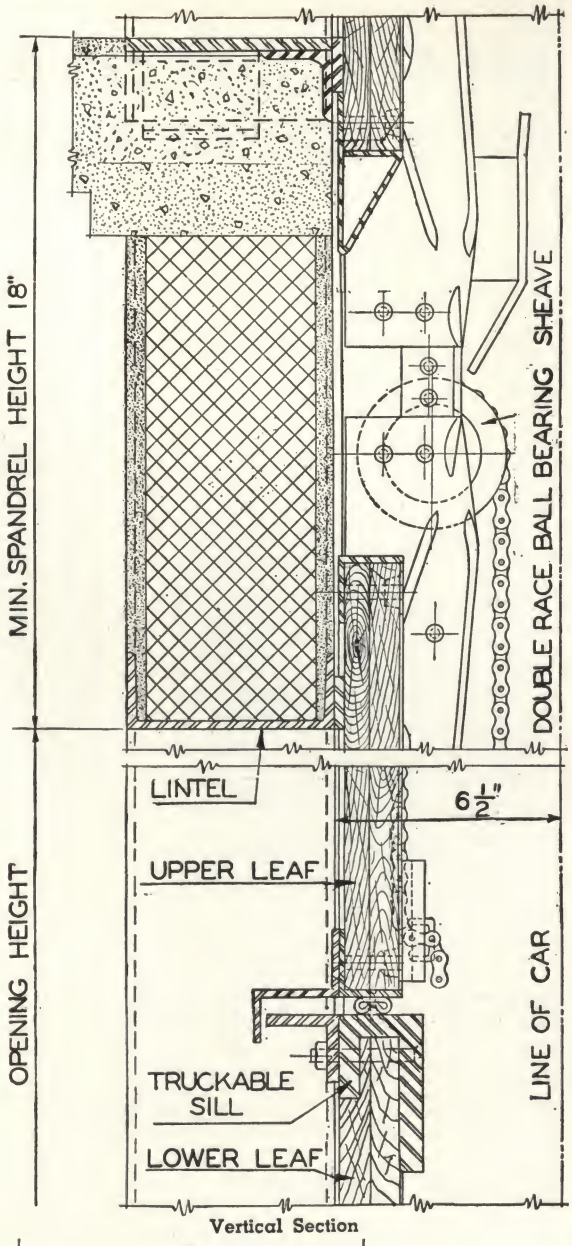
- TYPE SHOWN IS METAL CLAD. FOR OTHER TYPES OF SURFACES AND DESIGNS, SEE PAGE —

Schedule of "A" Dimensions ("A") Is Reversible

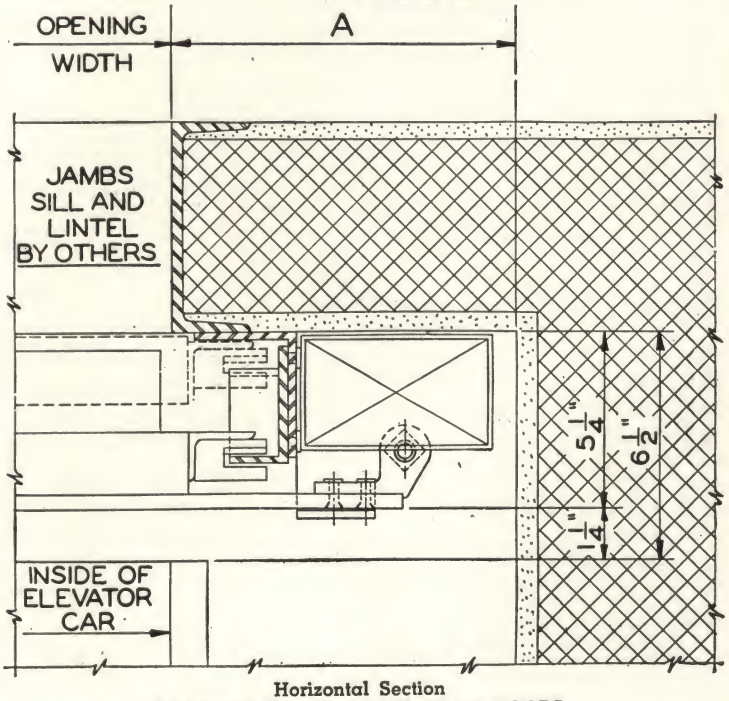
MOTORIZED DOORS—Any width of opening, car switch elevator, 11 and 12 ins. Exception—State of California, 11 and 13 ins.

MANUAL DOORS—9 ins. each side.





Vertical Section



Horizontal Section
THROUGH PEELLE METAL CLAD DOORS

CONSTRUCTION DETAILS

Details show construction details and spaces required in shaft for installation of Peelle Self-Sealing Doors.

Minimum Spandrel Height—Is 18 ins. for either motorized or manually operated doors.

Minimum Jamb Return—Is measured horizontally on inside of shaft, from jamb of opening to side wall, or nearest obstruction. For manually operated Self-Sealing Doors it is 8 ins. at each jamb, and for Motorized Doors, from 11 ins. to 12 ins. In special cases where these return spaces are not available, consult THE PEELLE COMPANY.

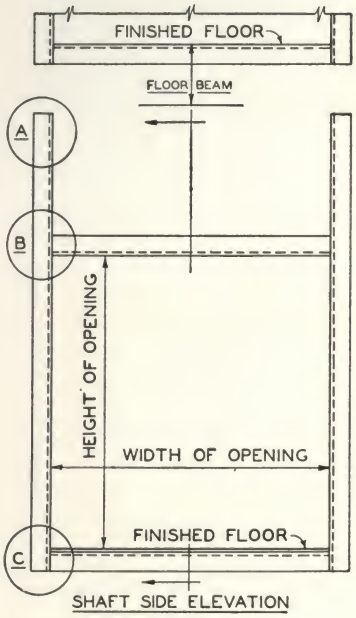
Car Clearance—From flush shaft wall, in which openings occur, to edge of elevator platform is 6½ ins. total for Self-Sealing Doors, 5¼ ins. for the truckable sill of door plus 1¼ ins. running clearance for elevator. Running clearance for elevator may, in case of emergency, be reduced to ¾ in. in which case the total clearance would be 6 ins. To allow for normal tolerances in shaft construction, 6½ ins. total clearance should be allowed in all cases wherever possible.

Minimum Pit Depth—Is one half of bottom landing shaft opening height plus 3 ins.

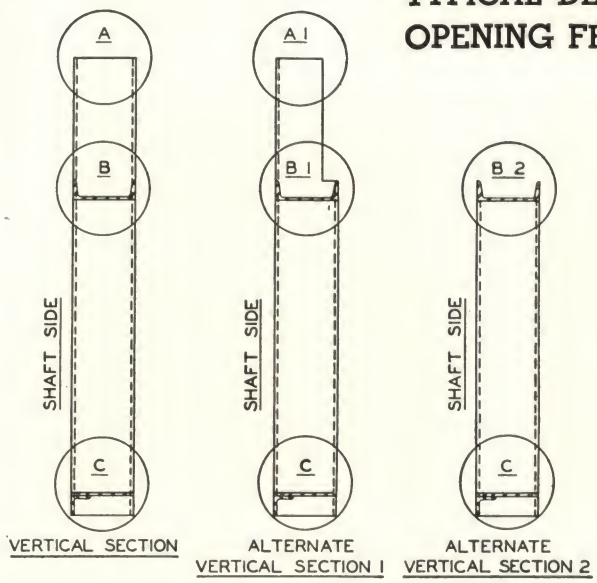
For design of doors, see page 13. For shaft opening frame details, see page 12. For interlocks and description of electrical apparatus for motorized doors, see page 5.

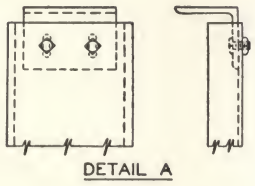
THE PEELLE COMPANY

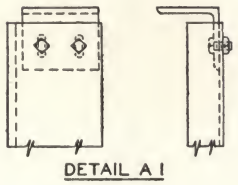
SHAFT OPENING FRAMES
REQUIRED FOR PEELLE FREIGHT ELEVATOR DOORS

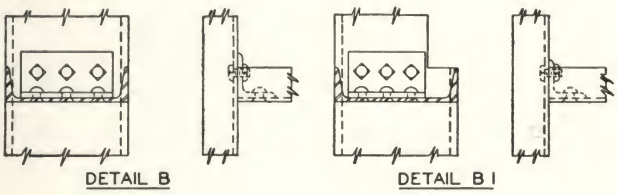


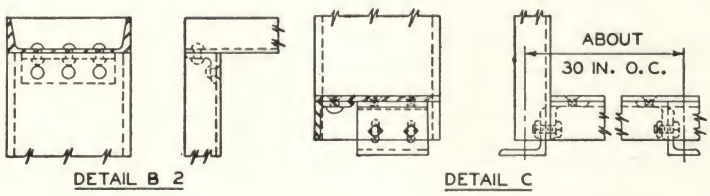
TYPICAL DETAILS OF SHAFT OPENING FRAME CONNECTIONS











TYPICAL DETAILS

Although the shaft opening frames for Peelle Doors are usually furnished by the miscellaneous iron contractor, this sheet of details is submitted to help the architect design the shaft openings to obtain the best practical result.

Steel frames in the shaft openings not only provide a substantial fastening for the door guides, but also provide an accurate base, or datum from which the door manufacturer may work. Steel frames also protect the masonry from damage by heavily loaded trucks.

SHAFT SIDE ELEVATION

The upper left hand corner "shaft side elevation" shows a typical frame. Shaft opening frames are usually constructed of channels 1 in. deeper than the thickness of the masonry wall. This allows for plastering if required.

Freight elevator shafts are seldom plastered on the shaft side, and only occasionally on the room side. Where the outside of the shaft wall is not plastered, it should be specified that the masonry contractor should point up between the leg of the channel and the wall around the opening.

Frames may, if desired, be exactly the same depth as the masonry, but this construction requires considerable labor to cut the masonry to fit the channels. Whether the frames are constructed of channels 1 in. deeper than the masonry wall, or the same depth, the finished shaft is measured from shaft side face of the channel leg.

VERTICAL SECTION

"Vertical Section" shows a frame where it is not intended to plaster the room side of the shaft.

ALTERNATE VERTICAL SECTION 1

"Alternate Vertical Section 1" shows a frame where it is intended to plaster the room side of the shaft. Note the room side leg of the channel is cut out above the lintel. This construction reveals the frame only around the opening on the room side. The "Alternate Vertical Section 2" shows a frame where the vertical, or jamb members extend to the lintel only. This construction is permissible where the shaft is constructed of at least 8-in. brick, or 8-in. concrete.

DETAILS A, A1, B, B1, B2 AND C

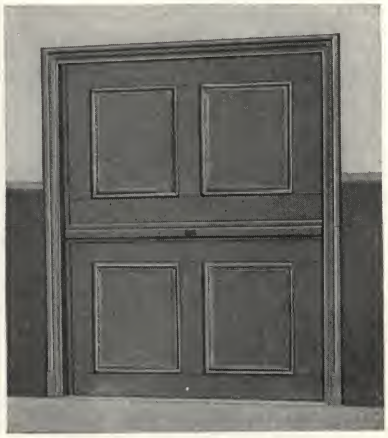
Details A, A1, B, B1, B2 and C suggest methods of construction. These details may be modified to suit the standard practice of the fabricator.

PEELLE DOOR DESIGNS
FOR FREIGHT ELEVATOR DOORS

- PEELLE FREIGHT ELEVATOR DOORS CAN BE MADE TO ANY DESIRED ARCHITECTURAL DESIGN AND FINISH
- ALL STANDARD DESIGNS APPLY EQUALLY TO ALL TYPES OF PEELLE FREIGHT ELEVATOR DOORS

R-10 Galvanized Metal Covered Door, with Flush Panels
R-9 without observation light
R-11 with two observation lights

K-3 Kalamein Panelled Door, Three Solid Panels in Each Half



K-1 Kalamein Panelled Door, Two Solid Panels in Each Half

O-9 Kalamein Panelled Door, with Standard Size Steel Sash in the Upper Half

STANDARD DESIGNS

DESIGNS

Peelle Freight Elevator Doors can be made to any desired architectural design. Four standard designs are shown on this page which have been found to be very generally useful.

Designs R-9, or R-10, are standard for use in industrial buildings, where fine finish is not a consideration. The other designs show panelled doors which are suitable in the large majority of cases.

All standard designs apply equally to all types of Peelle Freight Elevator Doors.

Peelle Doors for service and freight elevators in office buildings, hotels, department stores, hospitals, sanitariums, museums, etc., are frequently built to architectural designs harmonizing with the surrounding decorations.

GENERAL FEATURES

Glass—The legal maximum glass surface in any one door is 144 sq. in. except for exterior doors which may have larger glass area.

All doors having observation lights are furnished including the glass. Doors having glass of a larger area than observation light are not furnished with the glass.

Underwriters' Label—The label of the Underwriters' Laboratories can be furnished on all Peelle Freight Elevator Doors. In such doors one 8 in. x 10 in. clear wire glass panel is standard, or two glass panels, the total area not exceeding 144 sq. in.

Painting—All standard metal doors and hardware, except the galvanized covering, receive one shop coat of metallic primer. Special painting, enamel or grained finish will be done when so specified.

SPECIAL DESIGNS

We desire to emphasize that there is no need for the architect, because of any esthetic reason, to hesitate using Peelle Freight Elevator Doors. We are prepared to execute designs in bronze, rust resisting steel alloys or any other metal, plain or ornamental, in accordance with the best standards of craftsmanship in use in the metal covered, hollow metal or ornamental metal trades.

Any desired finish whether to specifications or to sample may be obtained, including any kind of paint, enamel, baked enamel, imitation wood grained or special metal finish.

Phantom View from Room Side

Shaft Side View

PEELLE DUMBWAITER DOORS

- COUNTERBALANCED DOOR UNITS, FACTORY-ASSEMBLED, AND READY FOR SETTING INTO MASONRY WALL DURING CONSTRUCTION
- FOR USE WITH ELECTRIC OR HAND-POWER DUMBWAITERS; ALSO WITH SURVEYORS AND CONVEYORS; ALSO TRAYVEYORS

GENERAL DESCRIPTION

The Peelle Dumbwaiter Door unit is a counterbalanced door, mounted in steel guides with a combination pressed metal frame trim, and shelf. The entire unit is assembled in the factory, ready for setting into the masonry wall during construction.

UNDERWRITERS' LABEL

Peelle Dumbwaiter Door Units bear the label of the Underwriters' Laboratories, Inc.

USES

Peelle Dumbwaiter Doors are used with electric or hand power dumbwaiters, subveyors, conveyors or trayveyors in hospitals, hotels, clubs, and office buildings. Doors of a similar construction, or doors that slide up in one section are used with laundry and package chutes.

CONVENIENCE

The door operates on the inside of the shaft, and takes up no floor space in opening or closing. It is adaptable to any plan arrangement. Each door has a 3-in. observation light so that the dumbwaiter is visible with the door closed.

DURABILITY

Unit is built of steel throughout. There are no parts to wear out, or weights to drop off. A heavy flat link chain connects the two door sections. Sheaves are double duty ball bearing type.

OPERATION

The two halves of each door are perfectly balanced, and have malleable shoes to eliminate friction. This construction, in conjunction with ball bearing sheaves, provides easy and swift opening and closing.

SAFETY

Each unit, for electric dumbwaiters, is provided with an electric interlock to prevent the operation of the dumbwaiter except when all doors in the shaft are closed.

Each door is also equipped with an automatic lock that prevents the door being opened except when the dumbwaiter is at the landing.

ERECTION

The doors, frames, guides and hardware are assembled in the factory to make a complete working unit. No field erection is required. The unit is built into the masonry wall like a window frame.

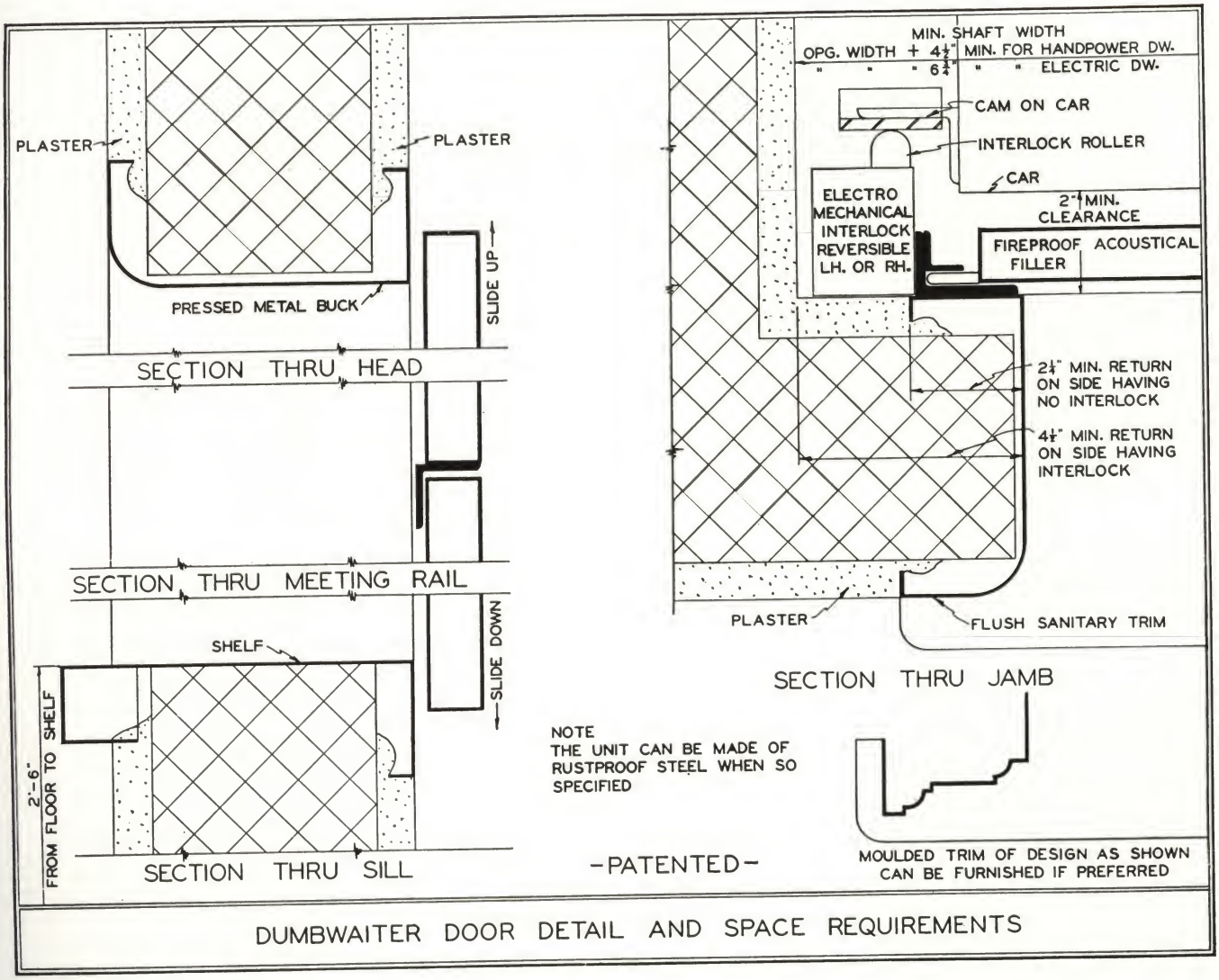
ECONOMY

The first cost is the last cost. This unit saves maintenance and upkeep, saves floor space, saves time in opening and closing, and saves field erection.

APPEARANCE

The frame is of pressed metal, with a neat trim, mitered and welded at the corners. The unit as a whole is designed to present a pleasing architectural appearance. When specified, the doors can be furnished in solid color or grained, baked enamel finish. Trim, frame, shelf and doors can also be furnished in stainless steel, aluminum or bronze.

DETAILS AND SPACE REQUIREMENTS OF PEELLE DUMBWAITER DOORS



• STANDARD SPECIFICATIONS

Dumbwaiter Doors

The openings to the dumbwaiter shall be provided with Peelle Standard Dumbwaiter Door Units as manufactured by THE PEELLE COMPANY, 47 Stewart Avenue, Brooklyn, N. Y.

The doors shall be horizontally divided, counterbalanced, completely assembled with steel guides, integral frame and trim, ready for setting into the masonry wall by the general contractor.

The door sections shall be constructed of two thicknesses of 16-gauge flat steel sheets reinforced at all edges with channels. The door sections shall be connected to each other with flat link cable chain running over malleable iron, double race ball bearing, turned groove sheaves.

Each door shall be equipped with a 3-in. observation light. Each door shall bear the label of the Underwriters', Inc.

The integral frame and trim units shall be made to fit a masonry wall of (4 in.) (5 in.) (6 in.) thick, with allowance for plaster on (one or both) sides.

The assembled units shall have one prime coat of paint before shipment, to be finished by others on the job.

The doors shall be guaranteed for two years against defects in workmanship and materials by the manufacturer.

Doors, trim, frame and sill can be furnished in stainless steel, aluminum or bronze, when so specified.

Dumbwaiter Door Locks (For Electric Dumbwaiter)

Each of the Peelle Dumbwaiter Door Units shall be equipped with the Peelle combination interlock and automatic lock. The wiring of the interlock and installation of the cam for operating the automatic locks shall be done by the dumbwaiter manufacturer.

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THE PEELLE COMPANY

BROOKLYN, N. Y.

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